

## ARMY AND NAVY NEWS.

[FROM THE TRIBUNE BUREAU.]

Washington, July 14.—To PRACTICE OFF MARTHA'S VINEYARD.—Preparations are already being made for the target practice which will be held by some forty-five or fifty ships of the navy at Martha's Vineyard in the spring of each year. There will be two sets of ranges where the ships will operate, one being for the larger vessels, and another, more protected from the winds and storms, for the smaller cruisers, gunboats and torpedo craft. It is probable, also, there will be torpedo practice, with which so much has been accomplished in Southern waters during the last few months. There had been previously practically no practice of any kind with torpedoes outside of the torpedo station at Newport, and most officers of the navy had come to the conclusion that, whatever the torpedo might be as a factor of offense, it was not, strictly speaking, an instrument of precision. There was the prejudice that it required considerable skill to fire the torpedo so as to do damage to an enemy. This is admitted by those who know most about the torpedo, but they say the same thing might be said of the use of guns and projectiles. It is held that with the same amount of practice afforded, the torpedo will be as much effective as the gun. It was found in the practice at Pensacola Bay and in the preliminary operations that there was great improvement in the firing of the torpedo, and it is proposed to continue the work with torpedoes while the ships are at Martha's Vineyard. There will also be long distance practice firing, of which it is believed, there should be no diminution. It is found from reports received regarding the naval battles of the Russians and Japanese that the firing of the guns at long range is governed entirely by the sight of the projectile, and that the ordinary range, in the same way, is determined by the sight of the projectile. The torpedo is being fired at night, so that the gunners may be accustomed to the appearance of an enemy under cover of the darkness.

NAVY TO INSTALL TURBINES.—The most important change in naval construction in years is that which proposes to place in one of the new battleships for which plans are now being made turbines instead of reciprocating engines. It is expected that this will result in a decision not to build a three-quarters turbine, or three-quarters turbine and three-quarters reciprocating engine type. This will present the direct question of whether there will be a lessening of weight in other departments of the ship in order to give greater speed, and probably the tentative plans presented to the board on construction will give rise to many arguments in favor of less speed and more guns, or less of both and more armor. There will also be the question of coal supply, coming in connection with the long cruises which our ships must take, and which in time of war would make them dependent upon their own resources in the absence of foreign coaling stations. The turbine is coming to be recognized as of prime importance as an engineering feature in ships of war, and its installation on board a battleship is a radical departure from the conservative policy of the Bureau of Naval Construction. Several officers are preparing reports which relate to the chief characteristics of the new ships, and these documents will be sent to the experts with whom rests the final decision.

THE SAN FRANCISCO CAUSES QUANDARY.—The long and hard fight over the boilers of the San Francisco has ended with a decision not to replace the present boilers of the ship. This decision to repair the old Scotch boilers of the San Francisco includes the making of other repairs and changes of great importance on the ship. The prospect is that the vessel will be out of commission for several years, and that before the San Francisco is restored to the active list a large amount of money will be expended in her renovation. The question arose just now, and will probably be presented to Secretary Bonaparte when he gets down to business in the Navy Department, as to the fate of the San Francisco. The naval strategists say that the ship has outlived her usefulness, and that there are so many defects which cannot be repaired without going to the expense of practically rebuilding the ship, that it is not worth while keeping the vessel in the service. They are inclined to believe that it would be better to offer her for sale rather than expend much money on her. One proposition has been to place turbines instead of reciprocating engines in the hull and make it a ship of three or four screw propulsion. This plan contemplates adding to the coal capacity, and also increasing the battery so as to include a number of the heaviest guns which the vessel can carry. The Navy Department people believe that this would be a good idea, but they are inclined to feel that they cannot make such a radical change at such great cost without the recommendation of the Congress. A recommendation in the line indicated may come before Congress next session.

ORDERS ISSUED.—The following army and navy orders have been issued:

ARMY.  
Major SOLOMON W. ROEBLER, from office chief engineer to Fort and relieve Major WILLIAM LANGPITT, who will report to chief of engineers, Washington.

Major FREDERICK W. SHILEY, 25 Cavalry, to Washington Barracks.

First Lieutenant DAVID V. BECKHAM, artillery corps, detailed to attend examination, ordnance college, Fort Mifflin, August 1 to September 2.

Captain SAMUEL C. VESTAL, FOX CONNER and LEWIS W. CONNER, to the 1st Cavalry, detailed to enter class at Staff College, Fort Leavenworth.

Captain FRANCIS N. COOKE, artillery corps, detailed to command examination board at Fort Monroe, Vice Captain Clint C. Hearn, artillery corps.

NAVY.  
Captain H. MINETT, retired, detached Naval War College; to navy yard, Norfolk.

Commander C. M. WINSLEY, detached Navy Department; to the Mayflower.

Lieutenant Commander R. L. RUSSELL, detached Navy Department; to the Charleston.

Lieutenant K. B. BENNETT, detached the Shubrick; to navy yard, Norfolk.

Lieutenant V. S. HOUSTON, detached the Thornton; to navy yard, Norfolk.

Ensign M. G. COOK, detached the Whipple; to the Hopkins.

Middleman G. BELKNAP, detached the MacDonough; to the Lawrence.

Passed Assistant Paymaster G. A. DIEHRING, detached the Dolphin; home, with orders.

Assistant Paymaster H. W. BROWNING, detached navy yard, Norfolk; to the Dolphin.

MARINE CORPS.  
Second Lieutenant ARTHUR P. CRIST, detached Alabama.

Lieutenant Colonel GEORGE BARNETT, to command Marine Barracks, navy yard, Washington.

Major E. J. COLE, detached Marine Barracks, navy yard, Washington.

First Lieutenant WILLIAM BRACKETT, detached Marine Barracks, Norfolk; to recruiting service at St. Paul.

MOVEMENTS OF NAVAL VESSELS.—The following movements of naval vessels have been reported to the Navy Department:

ARRIVED.  
July 12.—The Hull at Annapolis; the Ohio, the Wisconsin, the Baltimore, the Connecticut, the Raleigh, the General Albat, the Dale, the Barry, the Decatur and the Bainbridge at Chesapeake; the Denver at Quantico; the Maryland at Bradford; the West Virginia and the Pennsylvania at Gardiner Bay; the Maryland at St. Michaels; the Maine, the Kentucky, the Keokuk, the Missouri, the Alabama, the Massachusetts, the Iowa and the Florida at Newport; the Terror at Gardiner's Bay.

July 14.—The Standish at New-London.

SAILED.  
July 12.—The Dupont from Norfolk for Narragansett Bay, the Hull from Norfolk for Annapolis.

July 13.—The Wolverine from Detroit for Bay City, the Maryland from Newport for Bradford, the Pennsylvania from Newport for Gardiner's Bay, the Florida, the Arkansas and the Nevada from Rockland for Gardiner's Bay, the Colfax from New-London for Newport, the USS from Pensacola for Key West.

COMMISSIONED.  
The O'Brien and the Mayflower, at New-York.

The O'Brien, the Shubrick and the Thornton, placed out of commission, at Norfolk.

BIG FEE FOR ANDREW FREEDMAN.  
He Gets \$26,920 for Managing Estate of Divorced Wife of H. A. Flagler.

Justice Gildersleeve, in the Supreme Court yesterday, on the report of Edward Freedman as referee, awarded to Andrew Freedman, the committee of the estate of Mrs. Ida A. Flagler, former wife of Henry A. Flagler, \$12,500 commissions for managing Mrs. Flagler's estate for the year ending April 1 and \$15,000 as extra compensation.

Mrs. Flagler, who is under the care of Dr. Carlos A. Macdonald as committee of her person, has an estate of about \$2,000,000, chiefly in Standard Oil securities. Her husband obtained a divorce from her in Florida, after the legislature of the State had passed an act declaring incurable insanity a ground for dissolution of marriage.

BOYS ENJOY FREE ICE CREAM.  
Have Great Feast When Runaway Dumps Wagonload on Pavement.

A crowd of small boys devoured several gallons of ice cream that were emptied from a delivery wagon of the Monitor Ice Cream Company, of No. 24 East 116th-st., at 171st-st. and Park-ave. yesterday.

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**RT. JACKSON & Co., 172, PICCADILLY, LONDON.**

(ENTRANCE WHILE RE-BUILDING) (57, JERMYN STREET)

**DIRECT IMPORTERS.**

day afternoon. The wagon was in charge of Frank Raphael, of No. 215 East 114th-st. At 11st-st. and 24-ave. the horse became frightened at a passing elevated train and started on a wild gallop through the street. The street ends at Park-ave., being cut off by a board fence, on the other side of which, in a cutting twenty feet deep, are the tracks of the New York Central Railroad. The frightened animal, with Raphael still clinging to the reins and seated on the wagon, ran into the fence, knocking it down, but itself breaking away from the wagon. The horse fell on the cut and Raphael was thrown to the street, while the wagon was upset, throwing the ice cream can into the street. Raphael picked himself up quickly and ran up the tracks to Wenderover-ave., where it was caught by Patrolman Hamilton, of the Tremont station, and taken back to 11st-st. uninjured. Raphael escaped with a sprained ankle, and after his horse had been hitched to the wagon he drove it back to East 116th-st. Meanwhile, a small army of boys had been filling up with the ice cream so rapidly that very little of it was melted by the sun.

**FEWER MENINGITIS DEATHS.**

The epidemic of cerebro-spinal meningitis which raged in the spring in all parts of the city has now reached its lowest point for the year. Last week the deaths from this disease numbered thirty-four, and the week before twenty-nine. There were only twenty-nine deaths from this cause in the entire month of July last year. In August the number sank to sixteen, rising in September to fifty-three. It is the belief of the officials of the Health Department that the coming winter will be the worst month of July last year. In August the number sank to sixteen, rising in September to fifty-three. It is the belief of the officials of the Health Department that the coming winter will be the worst month of July last year. In August the number sank to sixteen, rising in September to fifty-three. It is the belief of the officials of the Health Department that the coming winter will be the worst month of July last year.

**European Advertisements.**

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FINE AND SOFT KIDS AND SUEDE WELL CUT FROM PICKED SKINS.

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**LOUIS VUITTON'S TRUNKS AND BAGS**

Always At 1, RUE SCRIBE, PARIS.

London Shop Removed to 149, New Bond Street.

All Sizes—All Prices—Nowhere Else.

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The most famous restaurant in Europe. The Orchestra plays during Dinner and the Opera Supper.

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DERBY . . . . .

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11st-st. The street ends at Park-ave., being cut off by a board fence, on the other side of which, in a cutting twenty feet deep, are the tracks of the New York Central Railroad. The frightened animal, with Raphael still clinging to the reins and seated on the wagon, ran into the fence, knocking it down, but itself breaking away from the wagon. The horse fell on the cut and Raphael was thrown to the street, while the wagon was upset, throwing the ice cream can into the street. Raphael picked himself up quickly and ran up the tracks to Wenderover-ave., where it was caught by Patrolman Hamilton, of the Tremont station, and taken back to 11st-st. uninjured. Raphael escaped with a sprained ankle, and after his horse had been hitched to the wagon he drove it back to East 116th-st. Meanwhile, a small army of boys had been filling up with the ice cream so rapidly that very little of it was melted by the sun.

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References: Dr. J. F. Hadley, Passaic, N. J.

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**Full South.** Electricity. Steam heat. Water-garden. Suites with Private Bathrooms.

**Open the Year Round.**

**VENICE.** Grand Hotel.

Has a Frontage of 200 Feet on the Grand Canal.

**VENICE.** Grand Hotel.

Has a Frontage of 200 Feet on the Grand Canal.

**Grand Canal.** Splendid View. Electric Light. Two Lifts. Steam Heat. Railway Tickets.

**VENICE.** Grand Hotel.

Has a Frontage of 200 Feet on the Grand Canal.

**VENICE.** Grand Hotel.

Has a Frontage of 200 Feet on the Grand Canal.